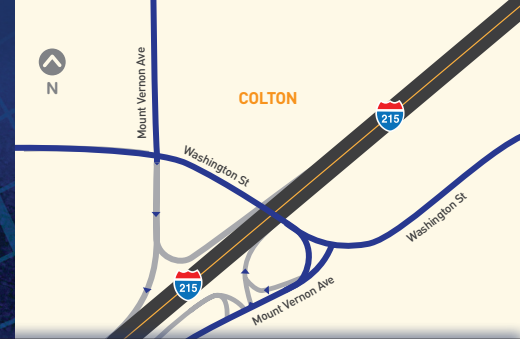


INTERSTATE 215 WASHINGTON STREET/ MT. VERNON AVENUE INTERCHANGE

COLTON



Project studies are underway to rebuild the I-215 Washington Street/Mt. Vernon Avenue interchange in Colton. This proposed new interchange will relieve traffic delays in this heavily traveled area, which includes a large concentration of retail centers, restaurants and recreational vehicle dealerships. The interchange provides access to Colton, Grand Terrace and Loma Linda.

Because of the regional importance of this interchange, San Bernardino Associated

Governments is advancing this project at the same time as the I-215 Bi-County High Occupancy Vehicle (Carpool Lane) Gap Closure Project.

The project will replace the Washington/Mt. Vernon interchange to allow for future widening of the freeway. This work will involve realigning the on-ramps, off-ramps and local streets and will improve traffic flow by allowing higher traffic volumes on the new bridge and ramps.

» TRAFFIC STATISTICS

Source: SANBAG

- Approximately 70,000 vehicles per day are expected to use the Washington/Mt. Vernon interchange by 2040, compared to 50,000 per day that use this interchange now.
- Average peak hour traffic counts at this interchange are expected to grow to 11,500 per hour by 2040, compared to 8,200 vehicles per hour now.

» ENGINEERING & ENVIRONMENTAL STUDIES

The Washington/Mt. Vernon interchange project calls for the completion of a Project Study Report, followed by the Project Approval/Environmental Document phase. Both the Project Study Report and the Project Approval/Environmental Document phases of work require a variety of technical studies to be completed in order to secure federal and state clearance for the project. The technical reports will help planners prepare project drawings, develop cost estimates and provide information for future phases of the project, which include final design, right of way acquisition and construction.

These technical studies, combined with public input, will help planners learn how the project may impact the community and what can be done to lessen the impact. The studies examine traffic, roadways and structures; drainage, soils and geologic conditions; water and air quality; how residents, businesses,

cultural resources, historic resources and sensitive plants and wildlife may be affected; the impact to noise levels, views, public services and utilities; the consistency of the project with local general plans; and cost estimates.

Studies of existing noise levels and projected future noise levels will be made to determine if residential sound walls may be built next to the freeway to reduce noise. Residents near potential sound wall locations will be asked to participate in the process.

» COSTS, FUNDING & SCHEDULE

SANBAG and RCTC are sharing the costs for the Project Study Report and the future Project Approval/Environmental Document phases of work. SANBAG is funding \$3.14 million of this project phase, and RCTC is funding \$1.05 million. The full project cost through construction is an estimated to be \$117 million. This figure may change, depending upon cost escalations.

Future funding for the interchange project will be provided in part by Measure I, the half-cent sales tax for San Bernardino County transportation improvements. SANBAG also will work to secure state and federal sources to fund the costs of later project phases. Efforts will be made to reduce property acquisition and associated costs. SANBAG expects to receive project approval and environmental clearance for this project in late 2011. This will be followed by construction, which is estimated to start in late 2013 and be complete by mid-2016.